



**UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D.C.**

NOTICE

Served: February 1, 1999

**Allocation of Chicago-London Combination Service Frequencies
Docket OST-99-5061**

As agreed by the United States and the United Kingdom under the consultation provisions of Annex 2 of the U.S.-U.K. Air Services Agreement, a total of 67 additional round-trip frequencies have been provided above the minimum entitlements of 886 round-trip frequencies for American Airlines and 488 round-trip frequencies for United Air Lines, the two U.S. carriers designated to serve the Chicago-London market during the 1999 summer season (April 1, 1999 – October 31, 1999). American and United have filed schedules that exceed that number. Therefore, we must allocate the additional available frequencies.

In view of the need for a timely decision to permit the most effective use of our bilateral opportunities, we intend to act quickly to allocate the frequencies in time for the 1999 summer season. In the interest of developing a complete record for this allocation, we will require American and United to submit, at a minimum, the following information with the Department of Transportation, Dockets, Room PL-401, 400 Seventh Street, SW, Washington, DC 20590:¹

- The number of frequencies operated in the 1998 summer season; how those frequencies were distributed throughout the season; the size of the aircraft used in those services, including the seating configuration broken down by class of service (first, business, economy); and the 1998 summer season load factors;
- The total number of minimum entitlement 1999 summer season frequencies planned; the distribution of these frequencies throughout the season, the size of the aircraft to be used in these services, including the seating configuration broken down by class of service (first, business, economy);
- The total number of additional 1999 summer season frequencies sought; and

¹ The original submission is to be unbound and without tabs on 8 ½" x 11" white paper using dark ink (not green), to facilitate use of the Department's docket imaging system.

- A full description of how the requested additional frequencies would be used, including the date the carrier would begin to use the frequencies; how the frequencies would be distributed throughout the season; the aircraft to be used in these additional services, including the seating configuration broken down by class of service (first, business, economy); and the London airport to which the frequencies would be operated.

American and United also may submit any additional information that they deem useful in helping us to make our decision. The information should be filed in the captioned docket and should be served on the other applicant.

Due to the need to make a decision quickly, we will require that this information be filed no later than seven calendar days from the date of service of this notice. Answers to these submissions should be filed no later than four calendar days thereafter.

Upon receipt of the requested information, we intend to use show-cause procedures to allocate the additional Chicago-London frequencies.

We will serve this notice on American Airlines, Inc., United Air Lines, Inc., the U.S. Department of State (Office of Aviation Negotiations) and the Ambassador of the United Kingdom of Great Britain and Northern Ireland in Washington, D.C.

By:

PAUL L. GRETCH
Director
Office of International Aviation

(SEAL)

Dated: February 1, 1999

*An electronic version of this notice is available on the World Wide Web at
http://www.dot.gov/reports/reports_aviation.asp*